

**MOUNT MOOSILAUKE**

**Data and Recommendations for Use**

**James Friday**

**September 1981**



# Dartmouth Outing Club

Hanover, New Hampshire

03755



## LAND USE SUBCOMMITTEE RECOMMENDATIONS

### TO MOOSILAUKE ADVISORY COMMITTEE

1. Accept the report of finding prepared by J.B. Friday and express the Committee's appreciation to him for the report.
2. Accept Bernie Waugh's offer to continue working on the development of a policy statement clarifying the College's position with regards to use of the Moosilauke properties.
3. Advise the Director of Outdoor Affairs to approach the U.S. Forest Service on the matter of improving Trailhead Parking Facilities on the road above the Ravine Lodge.
4. Advise the Director of Outdoor Affairs to approach the U.S. Forest Service on the matter of boundary line determination on the ground between Dartmouth and National Forest Lands at Moosilauke.
5. Advise the Director of Outdoor Affairs to develop plans for loop trails in the vicinity of East Peak/Gorge Brook as well as on Blue Ridge.
6. Express appreciation to Mr. P. Haile for offering financial support for the construction of loop trails on East Peak/Gorge Brook and Blue Ridge.
7. Advise the Director of Outdoor Affairs to maintain a file of research use and its location, and to serve as a clearing house for research-use requests on Moosilauke properties.
8. Advise the Director of Outdoor Affairs to examine trail management responsibilities on Moosilauke properties with the objective of clarifying such responsibilities to insure continuous maintenance.
9. Advise the Director of Outdoor Affairs to limit logging activity on the Moosilauke properties to lower elevations, no higher than the 2500 - 3000 feet level, as dictated by growth rates, terrain, and other factors normally considered in prudent timber management.

## Introduction

The following report consists of the information I was able to gather over a summer of studying Mount Moosilauke, and my recommendations to the Land Use Planning Subgroup of the Moosilauke Advisory Committee. I hope the committee will find the information useful; and I will be glad to add to, clarify, or explain it upon request. Maps as described in the report will be made this fall when I have had the opportunity of studying cartography. I would particularly like to thank Steve Fay, Dave Focardi, Earl Jette, Al. Merrill, and Jack Noon for their help in preparing this report.

### Parking

During the summer I took an occasional tally of cars in the parking area above the lodge. On one occasion only, the wedding with over 100 guests, was the parking area strained. Otherwise the present facilities seem more than adequate.

Consider adding parking area above  
present turn around and upgrade road

See US Forest Service

## Research

Much scientific research is currently being carried out at sites on the mountain. The projects, mostly in ecology or geology, are often long-term and involve leaving a considerable amount of equipment in the field. If this equipment were tampered with, it could result in the loss of, or worse, the alteration of data, not to mention damage necessitating costly repairs. For these reasons, it has been requested that the exact locations of the sites be kept from general knowledge. A map with the locations is included in this report.

Most of the research on the Dartmouth landholdings is being done high on the mountains between 4000 and 4500 feet. There are several sites at this elevation on Carriage Road, Gorge Brook, and Asquam Ridge Trail. Other sites are lower down on the Snapper Trail and on Asquam Ridge Trail. Other research sites on the mountain, but not on Dartmouth landholdings exist along Glencliff Trail and the lower access road.

It has been suggested that an area on the mountain be set aside permanently for research work. I was able to speak with Doug Ryan in the Environmental Studies Department about this, and he gave me a few criteria for such an area.

First of all, an area should be accessible. A researcher does not want to have to spend half his day hiking to check on a rain gauge. Therefore, sites should be nearby, but not directly

on, trails (the problems of tampering and vandalism mentioned before come into play here). A plot for research should not be in any spectacular or unique area. On the contrary, the more representative an area is, the better. There should be areas in different locations on the mountain. Setting aside land for research would mean setting aside a series of different plots at different altitudes with different slope aspects, in different vegetation zones, etc. Doug Ryan estimated that a total area of twenty acres would be sufficient.

The advantage of setting aside an area exclusively for research is that the area would be protected from outside interference, whether logging, trailbuilding or construction. However, if Outdoor Affairs kept in contact with the scientists while planning new facilities, conflicts should be able to be smoothed out without resorting to the use of a special area.

The primary disadvantage would be a lack of flexibility in choosing research sites for the researchers involved. At the present time, suitable sites can usually be found somewhere on the mountain, any special area might be too restrictive. This difficulty could of course, be gotten around by allowing research anywhere and protecting only one series of areas. This might also be necessary for another reason; many projects are long-term, lasting many years, and could not be moved.

### Trail Use

Trail use information was obtained by interviewing hikers on seven separate days on the summit. These included one rainy day (Thirty people still showed up!) and a full weekend. The information gathered is presented in the following chart. Most of the people who hiked up on a weekend were families, whereas most weekday hikers were children with summer camps. There was little difference in total numbers.

# Trail Use -2

<u>Trail</u>	<u>Total number of hikers in seven days</u>	<u>Percentage of the hikers on the mountain who use this trail</u>
Benton	45	4%
Beaver Brook		
-to Ridge Tr. Junction	208	20
-Ridge Tr. Jct. to Summit	200	25
Ridge	52	5
Gorge Brook	430	41
Slide	24	2
Snapper Ski	141	13
Carriage Road		
-to Snapper Jct.	23	2
-Snapper Jct. to Glencliff Jct.	164	15
-Glencliff Jct. to Summit	329	30
Glencliff	141	13



## Boundaries

At present, the only blazed boundary of the Dartmouth landholdings on Mt. Moosilauke is the southern boundary which coincides with the Benton-Warren and Woodstock-Warren town lines. The line is straight for its entire length and follows a bearing of  $120^{\circ}$ . It crosses the access road just below the large bend, about 50 yards below the powerline junction, then runs westward across the Baker River Gorge and the Big Brook Gorge. The boundary crosses the Carriage Road Trail 2 or 3 yards above the lower junction with the Hurricane Trail, then crosses the Hurricane Trail, and continues uphill for about half a mile before meeting the trail again. This time the boundary follows the trail for 30 yards before the trail again branches off. The boundary runs uphill through a young fir forest to a point midway between Hurricane Mountain and Chokecherry Hill, where there is a cement corner post, one foot high capped with a brass disc. This was on the right of land. Following a bearing of  $358^{\circ}$ , we came out on the Hurricane Trail at the midpoint of the north-south ridge. One hundred yards west of this, we found a Forest Service sign marking the property boundary.

The line running eastward from the access road follows the same bearing but runs through somewhat easier terrain. A corner post is hidden in the fir trees immediately on the east side of the road, marked by orange flagging tape. This post

## Boundaries -2

bears the date 1958. Five hundred yards from the road, the Warren-Benton-Woodstock corner post is reached. This distance, was carefully measured using a measured length of rope, and should be accurate to within ten percent. The corner post also bears the date 1958.

The actual blazes on this boundary are quite old and usually difficult to see. The blazed trees usually have only an old scar, surrounded by a faint ring of red paint. Often the paint is missing altogether. Some signs of more recent work are evident, orange flagging tape tied around the old blazed trees mark the line for about four hundred yards east of the access road, and there are a few fresh axe blazes on the line to the west. Neither attempt at remarking extends very far, however.

The boundaries on the other three sides of our landholdings lack any markings whatsoever. The aforementioned sign on Hurricane Trail is also the only sign. No other signs exist where trails cross the boundary, and there has been no attempt to blaze a line along it.

It would make sense to reblaze the southern boundary now, before the present blazes disappear completely. This would save resurveying.

To mark the other boundaries, it would be necessary to

### Boundaries -3

have a surveyor come in. This might not be worth the expense involved. Signs, at least, should be posted at trails crossing the property line. There is more on this in the section on signs.

## Summit Management

The objectives of a summit management plan should be to protect the fragile alpine environment while allowing recreational use. Use is extremely high: over eighty people can be expected per day in the summer. The problem is to contain the damage this steady stream of traffic does while giving the hiker access to the peak.

As is generally known, waffle soled hiking boots can do great amounts of damage to alpine flora. One object, then, is to have as few trails as possible, and keep hikers on those trails. The difficulty springing up here is that the grassy meadow offers a much more inviting area to walk upon than the rocky and eroded trails. Gorge Brook Trail between the timberline and the summit demonstrates this most clearly. The trail proper has been eroded to the point to where it consists of a bed of loose rocks. Since one cannot walk on this without risk of turning an ankle, hikers have worn another trail to the left. This also has become eroded, and now there is a new trail on the right. This illustrates several points. First, new trails will be worn down by hikers if the official trails are not satisfactory. Second, erosion occurs quickly on areas not protected by vegetation. Third, low rock walls along the edges of the trail do not prevent hikers from walking outside of them. These walls are generally kicked over or ignored. The problems here seem to stem from

ignorance and confusion rather than maliciousness. Hikers are tired and not paying close attention to the trail when they see the summit, and the trail itself becomes difficult to follow.

The solution, therefore, should have two main parts. First, the hikers must be educated to stay on the trails and not wander all over the summit. This could best be accomplished by posting signs as described in that section of this report. The other half is to improve the trails enough that hikers would want to stay on them. In the case of Gorge Brook, this will be difficult. The most obvious way would be to remove the loose rock and pile it along side the trails. Yet this would just lead to deeper erosion and a situation like on Carriage Road. A better solution is to put in steps, either log or rockwork. Problems are immediately obvious. Logs would have to be carried up from lower on the mountain, and rocks of the size needed for steps are scarce above timberline. It would be a major undertaking to do anything of the sort. Yet some action, and heavy work, is necessary to prevent the entire trail from becoming a washout.

The other trails on the summit present nowhere near the problem Gorge Brook does. Benton Trail and Carriage Road are well marked, and are on rocky soil that does not readily

### Summit Management -3

erode; consequently, they need no work at the present time. The Appalachian Trail loop south of the summit is also flat and relatively free from erosion. One other area does require immediate attention, however. A well marked trail should be built from the point where Beaver Brook rises above timberline by the AT cutoff to the summit. At this time several unofficial trails wind their way along here, inviting erosion and potential washouts. One is marked with cairns, but another seems to be more used. One of these trails should be made official with large, obvious cairns with painted blazes; the others should have rocks piled at their ends to discourage use.

Many other trails wind back and forth across the summit, inviting the hiker to wander off the trails and crush little plants with Vibram soles. If the preceding proposals, the signs and the trail improvement, were put into effect, this would significantly decrease the use of these trails.

Summit Management -4.

Daily Totals

<u>Day</u>	<u>Weather</u>	<u>Number of people who crossed summit</u>
Thursday, July 16	clear	90
Friday, July 17	clear	57
Thursday, July 23	clear	90
Friday, July 24	clear	87
Wednesday, July 29	rainy	29
Saturday, August 1	clear	99
Sunday, August 23	clear	108

Total = 560

Average = 80

## Trail Conditions

The following section is a review of trail conditions and an assessment of the work needed on them.

Gorge Brook, or George Brook to uninformed tourists, receives far and away the most use of the trails on the Dartmouth landholdings. Consequently, it has received quite a bit of attention and is in fairly good condition. The lower, flatter part has plenty of water bars and drainage work to prevent any serious erosion. One item needing replacing is the last bridge over Gorge Brook itself as you go up. The bridge is still sturdy now, but is fast rotting and coming apart. On the upper section, the trail is mostly rocky enough that there is little problem with soil erosion. Incidentally, some beautiful stonework has been done here. Some water bars, however, could be used on the last half mile of trail where it flattens out again. These might have to be carried up, as there may be no suitable timber found at that elevation. Condition of the trails on the summit is discussed in the section on summit management.

The second most well used route on the mountain is Carriage Road to Snapper Ski Trail. The trail across the summit ridge is in excellent condition. But once the junction with the Glencliff Trail is passed, the trail becomes a disaster. Heavy rains have washed out any soil, leaving only a rocky gully. This makes any trail work exceedingly difficult;



## Trail Conditions -2

and, as the time for any preventative trail maintenance has passed, the trail at this point has been largely neglected. To put waterbars in the straight sections would mean cutting through three or four foot banks, or building dikes of equal height. However, there are switchbacks in the trail where water could be channeled off with only a moderate amount of work. There would still need to be ditches dug, but not as deep or as long. The main function of these would be to keep the trail from turning into a stream during rains; as noted above, there is no hope of keeping the trail from looking like a dry streambed. Once Carriage Road reaches the Snapper junction it flattens out to the extent the present drainage is sufficient. The old road is well graded, and some good trailwork has been done.

Snapper Ski Trail, like Gorge Brook, is rocky enough on the upper parts to prevent it from having any serious soil erosion problems. One or two additional water bars would be useful here. The lower sections, however, can be quite muddy after a rainfall. Several puncheons were placed there some years ago, but, as these are largely decayed and broken now, they should be replaced. Because of the trail's popularity, this should be one of the first goals in a trail maintenance program.

Asquam Ridge Trail has also had much excellent work done

### Trail Conditions -3

on it in recent years. However, this work must be maintained. Many of the water bars, while still in good condition themselves, have filled up with silt which has rendered them useless. Two people with a shovel and a mattock could clean them out in a day or two and greatly improve the drainage on the trail. This should be done as soon as possible. There are also several other places where some upgrading could be done. A water bar and some ditching are needed at the base of the trail just after it leaves Gorge Brook, and a turnpike would take care of a marshy section just above the next brook the trail crosses. The section needing work the most is the last half mile before the last bridge over the Baker as you go up. The trail here becomes marshy and muddy, and requires a series of puncheons or turnpikes. Another muddy section a quarter mile up from the Beaver Brook junction could use one or two water bars.

Persons doing trail work on the Ridge Trail should be aware that about two dozen spruce and fir logs have already been cut and peeled for water bars. These are stacked in several piles lying along the trail between where it leaves the Baker and where it joins Beaver Brook. Several of these could be installed in that section, and some could be brought higher up if needed.

The Hurricane Trail seems to be fairly little used, and

this, along with the absence of any major steep grades, keeps it in fairly good shape. Several puncheons should be installed at the depression where the trail crosses the height of land, as this area tends to become swampy. Some ditching is needed about half a mile east of the height of land near where Little Brook crosses the trail, and more puncheons could be put in where the trail runs through a large raspberry patch west of Carriage Road junction. None of these improvements, however, rate first priority; they would remove inconveniences but are not needed to prevent serious damage.

A serious policy decision should be made about what to do with Slide Trail. At present, the trail bears signs at either end but is not on D.O.C. maps (it is, however, in the A.M.C. guidebook). The sign warns that the trail is rough, and no maintenance has been done in the past several years. The steepness of the trail and the loose rock make it a difficult route at best, and a dangerous one for the inexperienced hiker. In doing my summit counts, I met several people who took that route who should not have; for example, a group of ten year old summer campers, one of whom was injured in the climb. For these reasons, removal of the signs to the trail should be considered. Those who know about the trail then would presumably be skillful enough to hike it, and unprepared novices would not stray onto it.

## Signs

The two main areas needing signs at the present time are the summit and the property boundaries at trail crossings. Otherwise the existing trail signs, while not uniform or systematic, with a few exceptions suffice.

Putting too many signs on a summit is apt to render it an unsightly mess. One is reminded of poor Schlitz, "lost in a forest of signs". However, if rules are to be set regarding the use of an area, users must be notified of these rules. Most hikers on the summit do not know that they should stick to the trails and not go tromping off on the vegetation. If properly educated, most would stay on the rocky summit area and cause much less damage. The same goes for camping; people often camp on our lands out of ignorance, believing that they are forest service lands, than because they are deliberately breaking rules.

The best sign on the summit would be concise and direct. Possible wording would be as follows: "Warning. The alpine environment on the summit is very fragile. Any damage takes years to recover. Please stay on marked trails. No camping. No fires. D.O.C.". Saying "marked trails" is very important. As noted elsewhere in this report, many trails on the summit exist that should not be there, and their use should be discouraged. This sign could be routed, or hand lettered and varnished as signs on cabins often are. This would allow for a longer message, if one were desired. To reduce clutter on

## Signs -2

the summit, the sign could begin "Mt. Moosilauke, elevation 4802". The orange sign bearing that message on the summit now could be disposed of.

Suggestions for signs marking the property boundaries and the summit area were given to Al Merrill in late July. These simply state that the hiker is entering private property and no camping or fires are allowed. The signs near the summit also bear a warning to stay on marked trails.

Somewhat longer signs are found at the base of Glencliff (including Hurricane), Beaver Brook and Benton trails. These are printed on paper and covered with clear plastic which has led to partial deterioration in some. Their message reads:

Hikers on Mount Moosilauke  
Camping and Fires Prohibited Above Treeline  
Summit Cabin Closed

To protect the summit and slopes of Mount Moosilauke from over use and the resulting destruction of the ecological systems, a restricted use policy is in effect on those lands owned by Dartmouth College. All hikers should plan to cross the summit in one day. Remember that weather changes can be rapid and sometimes violent so please prepare accordingly.

Thank you for helping us keep this mountain beautiful.

Al Merrill, Robinson Hall  
Dartmouth College, Hanover, N.H.

There are also signs at Glencliff, Beaver Brook, and Benton made by Bernie Waugh reading:

### Signs -3

Warning  
No Longer Shelter Above Treeline  
Caution Urged

Quite a few of the other signs on the mountain should be redone to make their meaning clearer. Signs on the summit mislead the hiker by pointing the way to the old summit shelter. On a clear day, this is a joke, but in a fog or storm it could create a hazardous situation. If Dartmouth has the authority to remount Forest Service signs, we should do so for two on the summit. The sign pointing to Gorge Brook and Benton should be at  $180^{\circ}$  on the same post, not  $90^{\circ}$  as it is now. The sign pointing to Beaver Brook Trail and Gorge Brook by the old summit shelter also needs remounting. The sign for Beaver Brook Trail should point  $90^{\circ}$  from where it does now.

Another confusing spot is the Hurricane - Carriage Road junction, both the north and south ends. Signs indicating clearly where the trails go should be remade and used to replace the present ones.

Three signs on Gorge Brook are down now and need to be remounted: The sign by the bridge directing people to Hurricane Trail, the sign warning the summit shelter has been removed and the sign at the Snapper junction.

## Camping

Despite efforts, camping occurs not infrequently on the Dartmouth landholdings. During the summer, I found over a dozen sites used for campfires and ran across three groups camping. The most used areas are East Peak in the Krumholz just along the timberline, Gorge Brook by the Slide Trail junction, and Beaver Brook by the Ridge Trail junction. Gorge Brook and East Peak present the most serious problems, as one is on the water supply and the other damages the summit.

A flat, open area by Slide Trail on Gorge Brook invites camping with nearby water, wood, and lots of space. A sign posted here does not totally prevent this. It might be a good idea to fell a few trees across the space so tents could not be pitched. This would be sure to cut down on use, and it could also be tried at the open space on Slide Trail by Gorge Brook, also frequently used for camping.

No such solution presents itself for the other two areas mentioned, however. The best one is probably posting signs as suggested in that section.

A suggestion was made to have a permanent campsite constructed at the Beaver Brook - Ridge Trail junction. A campsite here should condense the camping done in that area into one spot, allowing it to be more controlled and cause less damage. It would be out of the Gorge Brook watershed. Lastly, it should draw campers off the summit. Signs would

## Camping -2

be posted at the summit directing campers there. As there are no other available campsites nearby below timberline, all the land being too steep, it should be possible to lure would-be summit campers there.

A major objection to this plan would be sure to be voiced by the biologists. A lot of research is going on in the immediate area which could not easily be moved and would be subject to vandalism if camping were allowed there. This, along with the fact that allowing camping here would mean basic alteration in the overall plan, may make this policy unadvisable.



### New Trails

It would be possible to run a spur trail off Gorge Brook up to the Cascades called The Pleiades. This would open up one of the most beautiful areas on the mountain, and one few people know about. It would also provide a destination for hikers when the summit is socked in. However, the wisdom of blazing a trail through to here should be carefully considered. The specialness of The Pleiades lies largely in the fact that they are remote and unknown. They surprise and delight the rare hiker who finds them. A trail there would ruin any feeling of discovery. A trail there would encourage camping, as there is level terrain nearby. Since this is right on the water supply for the Lodge, camping should be discouraged there at all costs. The construction of a trail that high up the ravine presents numerous difficulties. The terrain is both wet and steep, and with heavy traffic would be prone to washouts.

### Names

The brook that flows down from East Peak between the Baker and Gorge Brook currently bears no official name. As it proved inconvenient, however, to keep referring to it as "that nameless little brook that flows down from East Peak between the Baker and Gorge Brook", I thought of what I consider a suitable name. In view of John Rand's many contributions to the Outing Club, I propose that the name Rand Brook be made official.

The two summits on Blue Ridge, south of Waternomee also bear no names today. A map I found dating from the early 1930's identified the northern one as Mt. Braley and the southern one as Mt. Kirkham. These names could be put on new maps made, and would be useful if we do run the proposed trails up there.

### Signs -3

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No Longer Shelter Above Treeline  
Caution Urged

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## Logging Roads

Logging roads crisscross many parts of the mountain today. Much effort and high quality engineering went into their construction and good roadbeds still remain. Although the roads are largely ignored now, several uses immediately suggest themselves. The solid roadbeds and semi-open paths they offer could be made into possible fire roads, superb ski trails, alternate hiking trails, or used as all three.

Most of the more recent logging roads are either on the lower parts of Blue Ridge or lower East Peak. Many other roads were made during a century of logging efforts, but most of these have grown up and become indistinguishable from the surrounding forest. Some of the logging roads that I followed were clear and grassy, and most were only blocked by a growth of birch and fir less than twenty years old.

One set of logging roads starts as a branch off the road running from the parking lot to the Ridge Trail. These roads rise gently in a series of switchbacks to the southern end of the height of Blue Ridge. (For exact locations, refer to the map of logging roads included in this report). At first the roads are open and grassy, but they quickly close in to thickets of young mountain paper birch. Higher up, thick patches of young fir 2 to 6 feet high fill in open spaces and grow in underneath the canopy of birches. Occasional areas are flat and marshy, and at one switchback

## Logging Roads -2

the road is completely obliterated by a large area of blowdowns. The roadbed, however, is well graded and even, and most of the drainage work still functions well.

The logging roads on East Peak fit a similar description. Generally, the higher up the mountain they are, the worse shape the roads are in. The entire network is complex to describe here, but basically the roads follow the brook between Gorge Brook and the Baker River, then continue to the edge of the ridge. The roads form a network here rather than a simple path as on Blue Ridge. For more details, refer to the map.

Al Merrill spoke with me briefly about the possibility of putting in fire roads to provide access for four-wheel drive vehicles to more remote areas of the mountain in case of forest fires. The logging roads on Blue Ridge could be used in this function without necessitating any major construction. The way would have to be cleared, and the marshy areas would have to be drained. Putting fire roads on East Peak, however, would mean building a bridge capable of supporting a motor vehicle over the Baker. The best site is probably where the old logging road bridge stood, and now a 4 log wide ski touring bridge spans the river. Possibly another bridge could be built parallel to that one so vehicles could use the two bridges as two tracks. Some East Peak logging roads could then be opened up as fire roads after the

### Logging Roads -3

same improvement as suggested for those on Blue Ridge. Putting a vehicle bridge across the Baker would also open up the lower part of the Ridge Trail for use as a fire road. The Ridge Trail makes the most sense for a fire road as far as location goes; it would provide access to all of Jobildunc Ravine. However, as the trail is well used, it has in parts become washed out and rocky. A good bit of work would be required to make it into a passable road even for four-wheel drive vehicles. Such work could damage the area aesthetically, and might be unadvisable.

A great advantage to the installation of fire roads would be their usefulness as ski touring trails. At the present time, Moosilauke lacks any loop trails for skiing; all trails cross the summit and are quite steep at least in their upper reaches, hence unskiable. I was able to work out two loops this summer, however, using logging roads and existing hiking trails as bases, that would provide excellent ski touring. These are shown on maps included in this report.

The longer loop makes use of the switchbacks on Blue Ridge to ascend behind the Lodge, then run along the top of the ridge. Another logging road could be used to connect this with the Ridge Trail. A short trail would have to be cut between the two, no longer than a couple hundred yards, then the logging road cleared. It would come out by the first sharp bend in the

Ridge Trail above the Baker River, from which point one can easily ski back to the Lodge.

The second, shorter loop starts at Ridge Trail just above the 4 log bridge over the Baker. Looping back and forth up towards East Peak, it finally crosses over Rand Brook to end up 40 yards from Gorge Brook Trail. The last hundred yards become marshy, but by and large the roads are even, and well graded with only a slight incline. Gorge Brook Trail is skiable from the point where the road ends up to the Lodge.

The last possibility discussed here for use of the logging roads, is, of course, as hiking trails. A definite need exists for a loop trail that does not go all the way to the summit. Those unable to hike so far or without sufficient time would appreciate a trail that afforded fine views while being fairly short. The ski trails proposed for Blue Ridge would fit this bill nicely. A bit of brushing near the top would yield excellent chainsaw views. As the trail would be fairly flat, it would also serve nicely as a jogging loop.

A problem that must be dealt with here is possible usage of the above mentioned trails by snowmobiles. We do not want to create a new snowmobile loop, as this would only ruin the skiing. How much of a problem this would be would have to be analyzed. Difficulties should be worked out with the local clubs.

